

SEPT
OCT
1955

BEACON



Landlubber
With Lifeline
- See page 3 -

CAA EMPLOYEES' ASSOCIATION

AERONAUTICAL CENTER
OKLAHOMA CITY, OKLAHOMA

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PERSONALITY OF THE MONTH - b7
Laurel P. Nichols

Having decided that the "personality of the month" should be of the fairer sex this issue, the logical person to see was the lady who's been at Will Rogers Field longer than any of the other feminine employees at the Aeronautical Center.

From 1942 until the early part of 1946, Esther C. Woods served as a storekeeper for the Air Force Sub-Depot, handling issues of various classes of aeronautical property. On numerous occasions she worked far into the night outfitting crews with flight clothing immediately before their departure. Once she and other employees were snow-bound and had to spend the night at the field.

In 1946 Esther joined CAA, as a storekeeper at the Inspection & Storage Base, which had its headquarters in the same building that the Air Force Sub-Depot had occupied. In 1948 she transferred to headquarters building as a teletype operator and clerk. She was eventually promoted to her present position in the Contract & Orders Section, where she checks incoming invoices and matches them to receiving reports. She also administers the critical material allotment program.

Esther was educated in Oklahoma City Public Schools, attended the National Park Seminary in Washington, D.C., and the University of Oklahoma at Norman. Prior to entering government service, she was buyer for a local ready-to-wear store.

Esther is an enthusiastic bowler - and a good one. She served last year as secretary-treasurer of the CAA mixed league. She isn't bowling with the CAA League this year, but is still active in bowling circles.

Entering into aviation circles came quite naturally for Esther - having two brothers who learned to fly

ESTHER WOODS (Continued)

back in the days when they flew "by the seat of their pants": General Maurice A. Marrs, Commander, Oklahoma Air National Guard, and Bob, who pilots a plush job for Superior Oil Company.

Esther is a good cook - likes to fix special dishes. She also will not be reluctant to show you a picture of three wonderful grandchildren, two girls and a boy, who get a great deal of her time these days. Her son, Maurice Woods, owns and operates Wedgewood Amusement Park, Oklahoma City's latest contribution to the amusement of kiddies. Her daughter-in-law, is the former Jane Hall, well known around Oklahoma City radio and television stations.

Esther has now added movie photography to her hobbies, having taken some mighty interesting shots while touring Europe this summer with one of the CAA groups.

Cover

LANDLUBBER AND LIFE BELT: ROY YELTMAN FIRST AT AERO CENTER TO INSTALL BELTS

The smiling scandinavian on the cover is Roy A. Yeltman, ATC instructor who has installed seat belts in his own Pontiac and in his wife's new "Strato-Streak", for both driver and front seat passenger.

Roy, former DEN center and tower controller now teaching in the Staff Officers' Short Course, fastens his belt every time he gets in the car. He reports that he and his wife, Starr, found the belts were very comfortable on a trip to LIT and back, last month.

Yeltman was first to report that he had installed belts. John Dodson, AC380, has put in two belts in his '54 Ford. Dean Anderson, AC-170, Ed McNulty and Bob Riedel, AC-380, will also put in belts.

More on seat belts

mentary pupils. These prove

Auto Safety Belt Praised in Saving Dallas Boy's Life

A car equipped with a safety belt was credited with saving the life of a Dallas youth whose car struck a truck and semi-trailer unit Sunday on U. S. 70 about five miles south of Madill.

Trooper Obert Bennett said the car was demolished, but its driver, Bob Amis, 19, who was strapped in with the safety belt, escaped with only a cut on his nose and a bruised knee.

The trooper said Amis came over a hill and crashed into the rear of the parked semi-trailer loaded with pipe. Driver of the stalled truck, Wendell Lee Harris, 25, Hardin City, was not hurt.

Tulsa Fair Attracts in Second P

The Employees' Association now has "Hickok" belt kits for front seat installation, and single belt units for rear seat installation, at prices quoted in WIRETAP. For further information, phone 317, or write "380-BEACON" at the AC. Be sure to state make and year of car in inquiries. Some makes require special installation.

Other belts available for rear seat use, or for front seats with additional provision made for securing belt fitting to frame of car (recommended by Cornell Aero. Lab. studies) are: Sears "Allstate" \$7.25; Otasco "Stebco" \$4.95. Both meet Cornell strength requirements, but must have extra fittings to secure to frame. The Stebco belt has a novel quick-release catch.



FORMER RADAR CHIEF VISITS CENTER

Marvin E. Eisenbach, a former Facilities Branch Instructor and Radar Aids Section Chief, visited the Center Friday, Sept. 30 while on a trip to the Boeing Aircraft Plant in Wichita.

He is shown in the above photo with Walter Hill, new Resident Training Section Chief. The two men were instrumental in setting up the Radar School in 1948, and were the first radar instructors along with William Brown who is now in the Washington Office. Eisenbach served as Chief Instructor at that time.

Mr. Eisenbach came to the Center when it was established in 1946 and was then an Instructor in the Instrument Landing System School. When the DME course was established, he became Radar Aids Chief; then, in 1951 he transferred to the then CAA Region 7 as Radar Specialist. At the time of the reorganization, he left the CAA and accepted a position with Boeing Aircraft at Seattle.

HOFFER TO ASSUME DUTIES AT PMD

Robert Hoffer, a Facilities Branch Instructor, was the successful candidate for the Electronic Materiel Engineering Branch Chief position formerly held by Clyde Daniels who is now in the Aviation Safety Division. Mr. Hoffer will assume his duties at PMD soon.

Since coming to the Facilities Branch from Hawaii in June 1951, Bob has been associated most of the time with the instruction staff in the DME School, but had at one time or another also taught in Communications Equipment and ILS/VOR.

McCLUNG WILL GO TO WASHINGTON



Before the snow flies in Maryland, Chief Pulse Taker McClung will have departed the Aero Center to assume new duties, perhaps as Pulse Maker, in a kindred office in Washington, D. C.

Ralph has been a spark plug and "if-it-can-be-done-, let's do-it" man at Facilities Branch for these several years since early 1950 when he came to the Center from a CAA station in Arkansas.

Associated all the while with Radar Training, Ralph became Senior Instructor of the ASR/PAR Unit a little more than a year ago, and much of the planning and organization of the pending ASR-3 Radar course was accomplished through his time and effort.

Ralph was active in local community and church work and he will be missed by many friends, both in and out of Center activities.

STRAITON WILL (?) GO TO HONDURAS



Embracing all the glamor and gloom of life in the tropics with a grim and gleeful but gallant gleam in his eye, John Straiton prepares slowly and a little uncertainly for another step up in the scheme of things.

Slowly is the correct word since the tentative date of his departure with his family for Tegucigalpa, capitol city of the Central American Republic of Honduras, will be delayed very likely until December or January (if at all, he says).

Unofficially, John was the candidate selected for an advisory position in the State Department's International Cooperative Administration for a regular two-year assignment.

Mr. Straiton has been at the head of the Directed Study Section of Facilities Branch since his arrival at the Center in 1948. Under his active, aggressive supervision, the home study technical courses offered to field personnel have played an important part for training in the maintenance of electronic facilities.

Many are the friends and associates who

wish him well in his foreign tour of duty.

INSTRUCTORS TAKE TRAINING

A new series of discussion lectures on Effective Teaching was begun on Thursday, September 29, at Facilities Branch and will continue each Tuesday and Thursday at 10:45 a.m. for a period of six weeks.

Under the general direction of Mr. C. W. Mueller, Facilities Chief, this instruction training course is given once or twice each year as a refresher and as an assist for new Facilities personnel.

A series of discussions for training in supervision are being held also at Facilities at noon on Mondays and Wednesdays under the leadership of W. M. Hill, Resident Section Chief.

MUELLER TALKS TO LIONS CLUB

At a regular luncheon meeting of the Capitol Hill Lion's Club, Thursday, September 29, C. W. Mueller gave a brief talk on activities of the CAA and the Aeronautical Center.

Accompanied by Ralph McClung, Senior Instructor of the ASR/PAR School, Mr. Mueller showed about 120 slides, many of which were of CAA installations in Region 6.

SECOND UHF CLASS CONVENES SOON

Another two-week course on UHF Phase V equipment will be held October 24 to November 4 at the Communications Equipment Laboratories, Facilities Branch, when Class 2 convenes.

This will be the second of several such classes scheduled for the current fiscal year. The next class, Class 3, will begin January 30, 1956. Instructors for the course are Stanley Jeffcoat and Robert Jensen.

FACILITIES LISTS CLASS SCHEDULES

Following are schedule dates for ILS/VOR, DME, and ASR/PAR classes covering the current fiscal year:

ILS/VOR (9-week course)

- 112 September 19 - November 18
- 113 November 21 - January 20
- 114 January 23 - March 23
- 115 March 26 - May 25
- 116 May 28 - July 27

DME (8-week course)

- 111 September 19 - November 11
- 112 November 21 - January 13
- 113 January 23 - March 16
- 114 March 26 - May 18
- 115 May 28 - July 20

ASR/PAR (12-week course)

- 108 October 31 - January 20
- 109 January 23 - April 13

INSTRUCTOR VACANCIES POSSIBLE IN FACILITIES BRANCH TRAINING

If expansion of training materializes, as proposed in programs for the next fiscal year at Facilities Branch, a number of instructor positions will be available for bid by field personnel with qualifications in the field of electronics, C. W. Mueller stated recently.

"We believe there are many qualified men in the field who would be very capable instructors, but who think they couldn't or wouldn't like to teach," Mr. Mueller said.

All instructor position vacancies at the Aeronautical Center Facilities Branch are advertised in all Regions.

Guy Forman's daughter brings word from college (where they study everything) that "illegal" can mean "a very sick bird"

LETTER FROM TURKEY!

Facilities Branch has received a "long" letter from Jake Cupp in Turkey. This was a "long" letter because it was started in January 1955 and completed in September 1955. Jake's explanation was that the letter was delayed when some friends dropped in for a short beer. He has been working on the installation of ILS and VOR in Turkey and reports that the installation phase of the project is practically complete and the group will switch to operations and maintenance in the near future. He reports that Rauf Argon of Turkey who was a student in all Facilities Branch Schools is now working part time for the Turkish Government and part time as a representative for Western Electric. Jake reports that Rauf is trying to sell him a complete TV station for \$250,000 but since he (Jake) bought a German Ford car, he can't raise the money. Jake and Edy made a trip to Greece where they visited with the Walt Zuhn family. Jake also sent some pictures for the benefit of the office girls.

FACILITIES HOLDS NOON SHOWS

Almost regularly at Facilities Branch, some kind of movie, slide photo, or technical program is held during lunch periods.

Planned, arranged, or in some other way handled by Ralph McClung, the shows over the past year have included scenic photos of:

- Indonesia - by Charles Meyers of Air Traffic Control
- Spain - by Jose Camara, IR Student
- Iceland - by Thor Haldorrson, IR Student
- Hawaii - by C. W. Mueller, Facilities Chief
- Alaska - by Phil Wilcox, Instructor
- Europe - by Esther Woods, Procurement Branch

A few weeks ago, Bob Brown, ASR/PAR Instructor, utilized two noon periods to present a circuit description and

demonstration of a new Hewlett-Packard laboratory sweep generator recently obtained by the Facilities Branch.

BROWN WILL SUCCEED MCCLUNG

Robert W. Brown has been appointed to succeed Ralph McClung as Senior Instructor in the ASR/PAR School at the Facilities Branch.

Mr. Brown has been an instructor in pulse equipment courses since June 1951 when he came to the Center from the "old" 4th Region. Before that, Mr. Brown, a Georgia boy, worked in electronics in the Canal Zone where he married a California girl.

PMD EMPLOYEE RECEIVES AWARD

Charley W. Curry, employed in the PMD Machine Shop, was awarded a Certificate and \$20.00 for his suggestion to modify a power shear. The award was approved by the Aeronautical Center Suggestion Committee, and was presented by Mr. A. E. Horning, Deputy Director.

Some of the work orders processed in the PMD machine shop require bevel cuts on a large quantity of steel plates and sheet metal. The normal procedure was for one employee to scribe a line on each piece and have another employee cut the material along the scribed line with the power shear. This procedure required two separate operations, with the cutting operation consuming considerable time in shifting and aligning the piece on the machine.

By equipping the shear with a special guide and stop, the scribing operation was eliminated and the actual shearing operation was simplified.

The modification consisted of bolting a piece of 3" x

3" x $\frac{1}{2}$ " angle to the jaws of the machine for a horizontal support, and fastening a piece of $1\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{1}{8}$ angle to this with a "C" clamp. The second angle was used as an adjustable guide for making bevel cuts as required. This guide was placed at the correct angle to the cutting jaws of the machine to provide the desired bevel on the piece being cut.

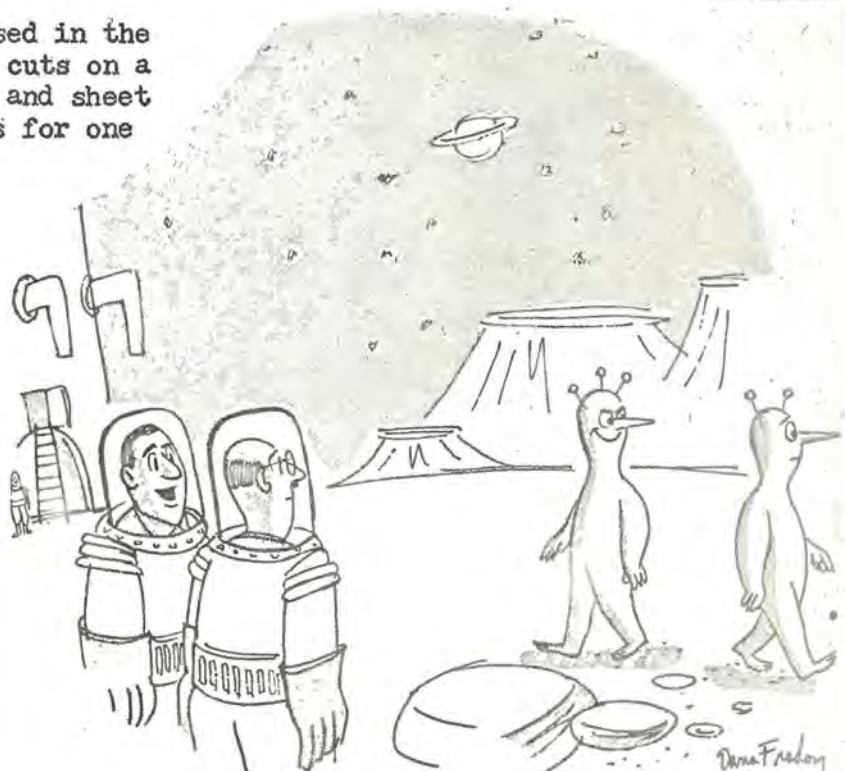
By using this device on one work order, the time required for making 2400 cuts was reduced from 24 man hours to 8 man hours.

The same attachment can be used for many other work orders processed in the Shop and will result in considerable savings to the Government.

Mr. Curry is to be commended for the interest shown in his work and for seeking ways to increase production and efficiency.

Congratulations, Charley. Keep up the good work.

TRUE MAGAZINE



"Well, professor, I guess that settles which are men and which are women."

VACATION REPORT

With a crew of four I departed on the familiarization mission to Yellowstone National facility in June and arrived in July, as requested in your memorandum of nth date.

The weather was clear, visibility good for takeoff. Clearance was made under VFR - Amber (new word for Okla. red soil) 4 - Westbound 0,0000. After arriving at Denver a change in route was requested and granted by ATC (All The Crew), making Boulder the first destination.

The navigators (commonly known as "small fry") took sights every thirty or forty minutes and would figure the position. Then they would relax for a while, napping, counting new cars, cows, or stalks of grain. The pilots took turns driving and were able to relax occasionally, but the flight engineer (also known as spouse, helpmeet, rib, better half) could never relax. She must devote her complete attention to monitoring the speedometer, seeing that the brakes were used at the proper moment, and generally checking the progress of the drive. Her duties (the way she does them) require more actual work than any other crew member.

The Wright Aeronautical does not have any recommendations on operation of a Fordor Ford, but experience shows that leaning to a 10% BMEP drop from best power fuel-road ratio, making a SFC of about 42 lbs/hp/hr, will invariably result in the questions of "when do we eat", "isn't it time for lunch?" Operating at 2400 RPM 41" MAP and 175 BMEP after leaning will give high power cruise. Any cruise above 50 mph causes a very high noise level in the seat adjacent to the pilot. New model cars will be equipped with glass enclosures supplemented by plastic honeycomb material which has high sound proof qualities so that the flight engineer may scream and admonish to her heart's content without bothering the other passengers. (This

is an extra accessory, not included on cars bought by bachelors).

After climbing to 8,000 we made initial approach from the Grand Teton fix and final into the Fishing Bridge Control Area. Traffic was so heavy we were held in the stack until an OLDS 98 Holiday took off with occupants of a double cabin.

Standard separation of car windows was generally maintained when overtaking or meeting Bearcraft, Grizzly, Black or Cinnamon. When ground controlled approaches were made in order to get some pictures, communications channels ("look behind you!" get back to the car!" "run! run!") were kept in good working condition.

Ignition starter and fire detection equipment in the Old Faithful installation is very old but still working efficiently. After starting, the power plant works with precision and all fire and steam are suppressed automatically without any harm to any passengers.

Our second morning at the facility an interesting experiment was made as to whether Utah or Oklahoma instruments are best for blind driving. Both engines were operating at approximately 15 mph. The terrain was rough and ground obstructions obscured the intersection. Estimated time of arrival for Pilot U was 0801 and for Pilot O was 0803. The compromised and arrived together at 0802. The CAB (Courteous rAngers and Bearwatchers) made a thorough investigation into the cause factors. A final report as to whether it was pilot or instrument failure was withheld pending decision by headquarters at D.C. (District office of CAB)

The "Turn Around Project" was most important and complex to figure out. Each member can, and usually does, have his individual opinion on where to turn around. A great deal of time was spent discussing these stimulating subjects.
I.M.



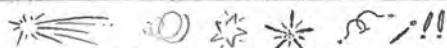
NAVAL AIR UNIT AT WILL ROGERS FIELD

An Auxiliary Air Unit, under the command of the Naval Air Station at Dallas, is operating in the TOSAC Building on weekends. Also a portion of the Link Trainer Building has been set aside for use of the Naval Reserve and a Navy Link trainer will be installed in the near future.

This unit has a complement of 25 enlisted men and 25 officers and flies six SNJ and SNB airplanes.

John Hann, Air Carrier Operations Branch, is the only CAA employee in the Reserve Unit.

The picture above shows the sign just recently placed on the TOSAC Building.



A farmer sold a mule to a neighbor, stating that the mule would do as told. When hitched to a plow, the mule balked; whereupon he called the former owner, who removed a nearby fence post and bopped the mule on the head - telling him to get going. He did. "Why did you hit him? You told me all I had to do was tell him what I wanted?" the new owner asked. "True," was the reply, "but first you have to get his attention."

gf



FLIGHT TEST BRANCH CHIEFS HOLD CONFERENCE AT CENTER

The Annual Conference of the Flight Test Branch Chiefs from Washington and Regions 1 through 5 was held at the Aero Center from October 3 through October 14.

During the first week of the conference the time was spent in discussion of the Branches' work program and standardization in the application of airworthiness regulations.

The next week was devoted to field trips to Kelly Field, to attend USAF tests and evaluation program of the Convair YC-131C and Boeing YC-97J turbo-prop airplanes; the NACA Laboratory at Langley Field; and the Naval Air Test Center at Patuxent River Naval Air Base.

Those participating in the conference are shown in the picture above, as follows:

L to R: M. R. Disler, Washington, D.C.; D. L. Baker, Aero. Center; N. H. Rudasill, Aero. Center; Jack Carran, Flight Test Branch, Washington; Joe Boudwin, Acting Chief, Flight Test Branch, Washington (presiding); Hal Hermes, Kansas City, Mo.; William E. Gray, Los Angeles, California; C. W. VonRosenberg, Fort Worth; and Walter Haldeman, New York.

ATC FLIES JETS

Four more of the personnel of the ATC Branch have received a familiarization course in jet aircraft instrument flying from the Air Force. The training has been accomplished by the personnel of the McConnell AFB at Wichita, Kansas.

Norman Realph, John Von Runnen, Russell Frick, and Charlie Myers are the latest ATC personnel to participate in the course.

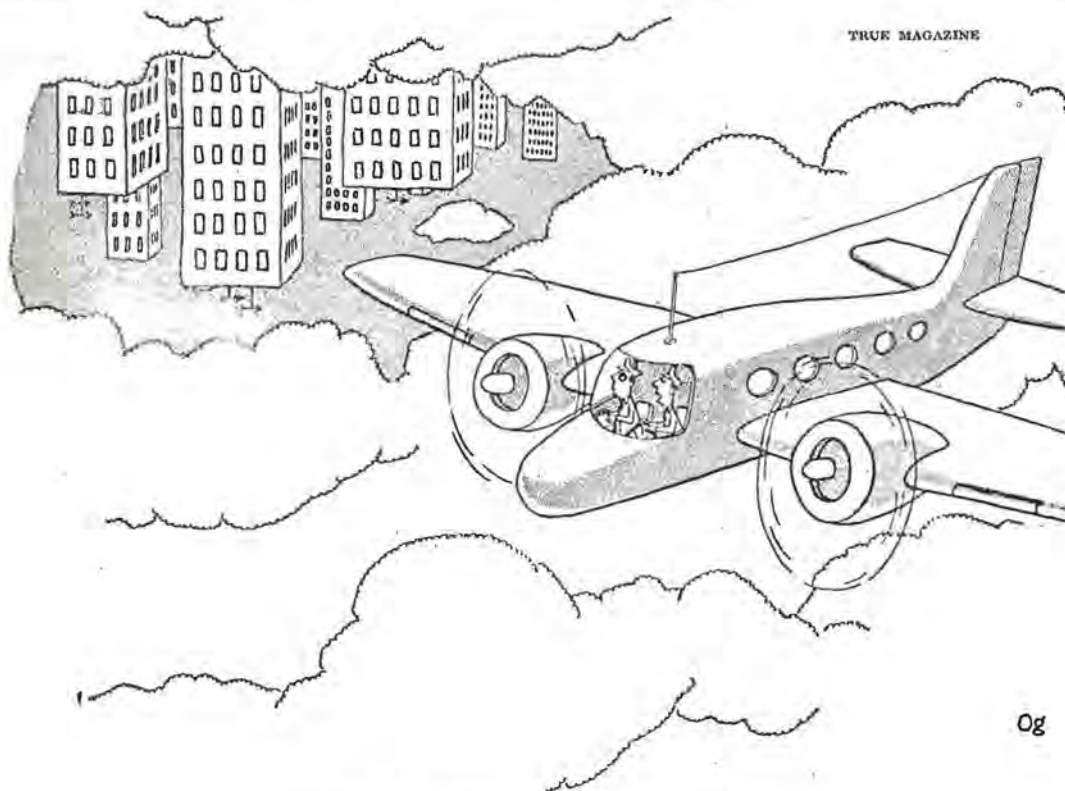
The course consists of a four-day series of lectures in aviation weather, jet flight techniques, jet instrumentation, navigation at high altitudes and high speeds, jet charts, B-47 flight charts, B-47 mission briefing, discussions of and "flight time" in flight simulators including the "B-47" flight simulator. The academic training is followed by flight time in T-33 or B-47 type aircraft to demonstrate the points covered in the lecture courses. This is a very interesting and instructive course.

S. B. ROGERS RETURNS TO TOWER

Sanford B. Rogers of AC-380 has returned to his old job in the Washington National Control Tower. Sanford voluntarily returned to his old position so as to relieve a bad situation which existed in the ATC Branch at the time. The Branch had more instructors than jobs after the Air Force dropped their participation in the Short Course. Things were getting desperate as to what to do — so Sanford, being single, etc., volunteered to return to his old job at the Washington National Control Tower. The ATC Branch appreciates very much what Sanford did and will miss him.

FULKERSON TO LOS ANGELES

G. S. Fulkerson, of AC-380, who recently returned to Oklahoma City from a tour of duty as Chief of the ICAO Mission to Cairo, Egypt, has accepted a position in the Los Angeles Regional Office. We are going to miss Grove and wish him the best in his new endeavors.



Og

"Think we better go on instruments?"

CHARLIE MYERS TO WASHINGTON

C. R. Myers of AC-380, who recently returned to Oklahoma City from a tour of duty with the ICAO Mission in Indonesia, has accepted a position in the Washington Office of the International Region. His new title is to be "Educationist". We wish him the best of everything in his new job. We're going to miss him. Charlie has been good enough to do a lot of the photography work around the Center during the past few months.

RADAR ATC TRAINING

Jack Grewell, Chief of the ATC Branch, spent two days during the week of September 26th at Orlando, Florida, where he discussed further developments of the radar training portion of the ATC Squadron Officers Course (long course) with Colonel Delaney and Major Wall. He returned with some interesting developments, relative to revised qualitative standards for our USAF Long Course.

GOINGS-ON AT ATC BRANCH

Darwin Maurer spent the week of September 26 in Washington studying communications and landlines problems. He is using the information in the writing of course material.

Gus Hall left October 1 for Jacksonville, Florida for two weeks of on-the-job refresher training. While there he has been invited to the military fire power demonstration at Eglin Field. He will address a group of pilots at Eglin on "Air Traffic Control and Pilot Responsibilities".

John Dodson left October 1 for two weeks of on-the-job refresher training at the MacDill RAPCON and the Moissant Control Tower.

TRUE MAGAZINE



"Which one would you choose, Ed?"

AIR TRAFFIC CONTROL STUDENTS

SHORT COURSE: Class TS-36

BARBER, John W.	KC
BREWER, Wayne	Lt. Col.
ENHOLM, Earle C.	Capt.
POST, Victor W.	FW
PROFERES, Nicholas J.	DCA
ROSENEAU, Adolph	AN
SCHUMACHER, Raymond L.	Capt.
WILLOOX, Lyman S.	Capt.

SHORT COURSE: Class TS-37

DOROFF, Sidney	NY
FLETCHER, Ralph H.	DCA
McMILLEN, Thomas H.	AN
NEWMAN, Henry L.	AN
PASCOE, Gordon H.	LA
PUIS, Fritz L.	KC

SHORT COURSE: Class TS-38

BOYLE, Hugo	KC
CAMPBELL, John	LA
CONERLY, Joe D.	ANDB
SHELLABY, Stewart F.	HO
WINBORNE, Milton L.	FW
WOODWARD, R.C.	NY
WRIGHT, Harold B.	LA

SHORT COURSE: Class TS-39

BRENNIMAN, William A.	LA
DONALDSON, Robert O.	NY
FLECK, Albert L.	FW
HICKOK, E. F.	AN
JOHNSON, Art	LA
JOHNSON, T. K.	HO
JORDAN, Wayne	CHI
OLSON, Herbert D.	Capt.

LONG COURSE: Classes TU-43, 44 and 45

BARNES, Robert H.	2d Lt.
BEERS, Robert W.	2d Lt.
BIMBEE, Gifford	Capt.
BLOOM, Jerold M.	2d Lt.
BLUCHER, Stephen	2d Lt.
BRADLEY, Gerald A.	2d Lt.
BUTTERS, John T.	2d Lt.

LONG COURSE CONT'D

CALLAHAN, John F.	Capt.
CLEVELAND, Curtis D.	2d Lt.
CRITCHFIELD, Daren F.	2d Lt.
CUTFORTH, Charles C.	Maj.
DAY, Evan E.	2d Lt.
DEVER, Robert E.	2d Lt.
DONAHUE, Arthur	2d Lt.
EASTMAN, Elliott L.	Capt.
EDWARDS, Harley A.	1st Lt.
ENNIS, Chester H.	Capt.
FLOOD, Paul G. -	Capt.
FOOTE, John H.	2d Lt.
FORRESTER, William R.	Capt.
FROST, Jack A.	2d Lt.
GREEN, Edwin T.	Capt.
HAMPTON, James E.	Capt.
HODGE, Lewis H.	Capt.
KAGAWA, George T.	2d Lt.
McCORMACK, George	1st Lt.
MARSHALL, Robert T.	2d Lt.
MAIZE, George W.	2d Lt.
MOORE, Roy F., Jr.	2d Lt.
MORGAN, Charles R.	2d Lt.
MULCAHY, Daniel J.	2d Lt.
NATIONS, Kinard K.	2d Lt.
PORTER, John A.	2d Lt.
PRATT, LeRoy D.	1st Lt.
O'NIEL, Jerold R.	Capt.
ROWE, Charles	2d Lt.
RYLEE, Jack	Capt.
SAGE, Harold E.	2d Lt.
SCHENKAYDRE, Sturgis L.	2d Lt.
SNOODGRASS, Delmar V.	2d Lt.
SUTTON, Harold L.	1st Lt.
SWINKOWSKI, R. J.	1st Lt.
TAYLOR, Jeffly B.	2d Lt.
THOMAS, Ferdinand	Capt.
WAYBRIGHT, Harvey D.	2d Lt.
WEENINK, Russell S.	Capt.
WILSON, Alfred L.	Capt.
WILSON, William C., Jr.	Capt.
WOOD, James W.	Capt.

Hope Biggers is now demonstrating to interested pilots a portable EDI, Mark I, which he designed after ten years of research. The EDI (Emergency Decision Indicator), for use after all standard emergency procedures fail, is non-oscillating and positive-indicating. Hope will demonstrate on request.



Mrs. Jeanette L. Horn, Mrs. Eunice W. Milton, Mrs. I. Leona Rickman and Mr. W. Beverly Goudelock receive Outstanding Performance Ratings in Procurement and Services Branch.

Excerpts from the respective citations follow:

Mrs. Horn: thoroughly dependable in those aspects of her job which require greater than average dependability, willingness, cooperation and cheerfulness * * * at times in getting rush work out, from rough notes on Form ACA-215 using her own initiative she prepares purchase orders, correction advices, letters, etc. all with outstanding ability. Under pressure and trying circumstances she has prepared invitations or purchase orders without delay and with unusual skill in order to meet the deadlines set by requirements placed on Divisions * * * in a manner superior to that ordinarily expected. * * * She is continuously striving to do her job better than is expected.

Mrs. Milton possesses and uses a rare trait of pleasantness in performing her duties as telephone operator. Her position is such as to create either good or bad public relations. There has yet to come a time when anyone can say that her attitude or handling of any problem in the realm of her duties is only as expected. Her efforts and results are much beyond the requirements of the job * * * As tiresome and irritating as this job can

become, Mrs. Milton never loses patience or gets out of humor, she always has a good word, a pleasant attitude and voice that creates, to the caller, good public relations.

Mrs. Rickman has excelled in efficiency and performance normally expected and required in connection with assigned duties. In making awards, for instance, instead of merely performing the routine assigned paper work she has gone to the files on previous transactions of a similar nature and attached comments pertinent to the case which are invaluable in consummating the contract or other documentation. A number of details heretofore performed by the Branch and Section Chiefs due to complexity have been handled by Mrs. Rickman most satisfactorily.

W. Beverly Goudelock: During that portion of the rating period that Mr. Goudelock served as Purchasing Agent and Imprest Fund Cashier, in all phases of this work he constantly displayed originality and ingenuity with the result that a great amount of work was accomplished without delay and error.

His performance as Chief, Office Services Section has likewise been marked by these outstanding characteristics of organizational ability. His progress in the field of office services and records management and disposal has been unusually good and for the first time the Center is really on top of these activities.

FACILITIES BRANCH TRAINING--

Training classes now in attendance at Facilities Branch are as follows:

Communications Equipment Class 63

August 1 - October 21, 1955

Belayneh, Getachew	Ethiopia
Beyene, Berhane	Ethiopia
Fisher, Loren H.	Anchorage, Als.
Mikail, Kamel I.	Cairo, Egypt
Long, Robert	Anchorage, Al.
Makhael, Naguib M.	Cairo, Egypt
Mohling, Charlie J.	Anchorage, Al.
Owen, James N.	Anchorage, Al.
VanBuskirk, Raymond	Anchorage, Al.

ILS/VOR Class 112

September 19 - November 18, 1955

Berrigan, Donald	Wake Island
Culp, Hal R.	Shreveport, La.
Hikail, Kamel Ishak	Cairo, Egypt
Husa, Joseph F.	Fairbanks, Al.
Jones, Charles L.	Hill City, Ks.
Kennedy, John K.	Russell, Kansas
Mikhael, Naguib M.	Cairo, Egypt
Poulin, Dorm F.	Great Falls, Montana
Roth, Lewis F.	Washington, D.C.
Sabre, William B.	Newark, N.J.
Serrano, Juan M.	Madrid, Spain
Tsuda, Robert K.	Honolulu, Hw.
VonHartmann, Vadim	Belmont, Calif.
Weinman, Elmer S.	Fort Worth, Tx.
Wink, William R.	Moosic, Pa.

Great men are not quick to take offense. They ascribe annoying acts and sayings to colleagues and acquaintances to defective knowledge, and observe without feeling. They know that many criticisms are made because making them gives the critic a feeling of importance. They measure criticism by the value there is in it for them as a guide to doing something better, and not by the degree in which the criticism hurts. Like swordsmen, they take on their shields the thrusts they cannot parry.

-From a monthly letter, Royal Bank of Canada

ASR/PAR Class 107

August 8 - October 28, 1955

Cummings, Luther J.	Seattle, Wa.
Dean, Edward O.	Erlanger, Ky.
DeWolf, Laurence R.	San Francisco Calif.
Esposito, Salvatore A.	Baltimore, Md.
Guokas, Vytautas S.	Milwaukee, Wisc
Noble, Joseph S.	Washington, D.C.
Perkins, Ralph O.	Denver, Colo.
Pritchett, John E.	Okla. City, Ok.
Smith, Clyde L.	Indianapolis, Ind.
Sullivan, Wm. P.	Linden, N.J.
Walthers, Raymon H.	Richmond, Calif.

DME Class 111

Sept 19 - November 11, 1955

Adams, John R.	Alma, Ga.
Cobb, Harold L.	Marysville, Calif
Hagen, John A.	Bismarck, N.D.
Keasler, Carlos A.	San Lorenzo, Calif
Landsiedel, Charles	Matowan, N.J.
Meier, Karl E.	Kansas City, Mo.
McGuire, Herbert B.	Rockford, Tenn.
McMullen, Paul N.	Miles City, Montana
Smith, Robert S.	Norfolk, Va
Temple, George H.	Midland, Texas
White, Samuel R.	Alex, Va.

EVERY DAY, NEW RULES!

The article on the Rentzel-Borum plan has been postponed to a later issue, pending development of firmer plans and commitments. The fulfillment of the plan will mean a great deal to the Aeronautical Center, but Ron Pulling, who is writing the story, is holding back until contract and signatures are ready to give him chapter and verse to refer to.



Mr. W. H. Hill, Chief of Federal Airways Standardization Division presented John Mensik, Avionics Section, Facilities Flight Inspection Branch, with notice of rating for outstanding performance of duty in connection with his contribution to various projects in the Engineering Unit of the Avionics Section.

INVESTIGATE THE ESTATE LOAN

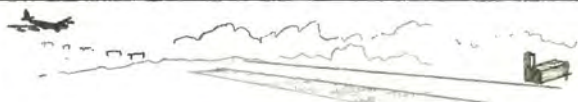
You do not need a crystal ball to look three years into the future and see that you can use an extra \$1,000 in 1958 or to know that you should start planning for this need right now.

Your Credit Union has a plan that makes it simple and easy for you to save \$1,000 in the next three-year period and actually pays you a bonus for doing so. The plan works like this:

- (1) You borrow \$1,000 which is immediately deposited to your Credit Union account (no security or co-signers are required).
- (2) You repay this loan in 36 months at the rate of \$27.78 plus $3\frac{3}{4}\%$ monthly interest.

- (3) The Credit Union pays you interest on your \$1,000 deposit (current rate 5% per annum).
- (4) Over the three-year period the interest paid to you amounts to \$24.40 more than the interest you pay on the loan.
- (5) In the event of your death or total disability the Credit Union matches your \$1,000, dollar for dollar, which is the equivalent of a \$2,000 life insurance policy.

These estate loans can also be made for amounts of \$500 and pay out in the same length of time. STOP IN THE CREDIT UNION OFFICE AND DISCUSS AN ESTATE LOAN.



DAVE BAKER ON NBAA PANEL

Dave Baker, Chief of the Flight Test Branch, attended the National Business Aircraft Assn. 8th Annual Meeting & Forum on October 6 in Detroit.

Mr. Baker participated in a panel discussion on "Pilot Proficiency." He was selected by the Washington CAA office to represent CAA, on the panel.

Two of the highlights of the Conference were speeches made by Josh Lee, Civil Aeronautics Board member, and Dr. John H. Furbay, Director, Air World Education, Trans World Airlines.

AVIATION SAFETY

Class GO-6-5 - Type Rating on DC-3
8/22/55 - 9/2/55

Bell, R. E.	Alexandria, Va.
Kagy, R. L.	Medford, Oregon
Murphy, T.S.	Detroit, Mich.
Nelson, C.R.	Jacksonville, Fla.

Class GO-7-10 - Aircraft Characteristics and Performance 8/22/55 - 9/2/55

Games, G. W.	Rochester, N.Y.
Seidel, C. B.	Miami, Fla.
Stoeger, D.J.	Kansas City, Kan.
Wilson, C.L.	Pittsburgh, Pa.

Class ACO-7-16 - Aircraft Characteristics and Performance 9/6/55 - 9/16/55

Bernard, H.	New York, N.Y.
Blake, R. W.	New York, N.Y.
Brennan, J. T.	Beirut, Lebanon
Hodkinson, N.R.	Aero Center
Miller, A.C.	Kansas City, Mo.
Whitlock, W.A.	Ft. Worth, Texas

Class ACO-11-20 - Boeing 377 (Dehmel)
9/6/55 - 9/16/55

Ford, R. V.	Los Angeles, Cal.
Jefferson, L. W.	Chicago, Ill.
Morse, J. T.	Ithica, N.Y.

Class GO-9-15 - Instrument Rating Refresher S/E Aircraft 9-12-55 - 9/23/55

Alexander, R.K.	Albany, N.Y.
Eddy, J. L.	Albuquerque, NM
Latham, G.D.	Nashville, Tenn.
Reed, A.C.	No. Platte, Neb.

GO-7-11 - Aircraft Characteristics & Performance 9/19/55 - 9/30/55

Houghten, D.	Los Angeles, Cal.
Huestis, E.P.	Albany, N.Y.
Janes, P. H.	Minneapolis, Minn.
Mood, N.C.	Dallas, Tex.
Moore, Wilford	Aero Center
Tien, Wen-Chao	Taiper, Taiwan, China

Class ACO-6-18 - Type Rating on Four - Engine Transport Category
9/19/55 - 9/30/55

Ola, L.O.	Ft. Worth, Texas
Winder, J. L.	Burbank, Cal.

Class GO-5-10 - Airline Transport Pilot Certification Course 10/3/55 - 10/14/55

Brubaker, W. H.	Tulsa, Okla.
Christensen, G.	Milwaukee, Wis.
Tymczyszyn, J. J.	Los Angeles, Cal.

FR-1 - Flight Test Engineers Conference
10/3/55 - 10/14/55

Boudwin, J. E.	Washington, D.C.
Garran, J. A.	Washington, D.C.
Disler, M.R.	Washington, D.C.
Haldeman, W.R.	New York, N.Y.
Hermes, H.H.	Kansas City, Mo.
Von Rosenberg, C.	Ft. Worth, Tex.
Gray, W. E., Jr.	Los Angeles, Cal.
Meyersburg, Bob	Washington, D.C.

Class ACO-11-21 - Boeing 377 (Dehmel)
10-3-55 - 10-14-55

Dagley, H.A.	Washington, D.C.
Haley, S.D.	Boston, Mass.
Timme, E. H.	Aero Center



HALLOWEEN HAUNTS

The strangest sights I've ever seen
Came to my eyes on Halloween:

Down along an unseen track
Came witches, in their robes of black

And bats flew by on quiet wings
-and owls, and many other things.

So swift and silently they flew,
What these things were, I never knew,

All drifted past me - left and right
And floated off into the night.

eva mccrumb riedel



OLD-TIMERS GET TOGETHER IN ATC SHORT COURSE: L-R Ted Johnson (HO), Art Johnson (LA), Bob Donaldson (NY)

A regular feature of the two-week ATC Short Course is an introductory review of the Federal government's effort, over the years, to provide air navigational aids, communications and air traffic control services. By rare coincidence, the three gentlemen pictured above were together in the class which started October 10, 1955.

An historical review of the CAA and its predecessor agencies was somewhat irrelevant for these men, each of whom began work in this career field prior to 1920.

Thanks to their assistance, a much better description of the Post Office Department's role in aviation during the period from 1918 to 1927 will be provided future participants in this course.

Their reminiscences about experiences installing the first point-to-point communications facilities, (achieving a coast-to-coast system between the New York -- San Francisco areas by 1921), lighting the early air mail routes with Ford headlights on appropriate windmills, obtaining the cooperation of farmers to tend such lights and to call in weather

reports, and other airways pioneering, were a revelation to a number of us here who began our work with the CAA during the 1940's.

In 1927, the Post Office Department transferred the personnel and air navigation and communications facilities under its jurisdiction to the Department of Commerce. This involved a sizeable transaction, since a coast-to-coast system of airports and associated aids had been achieved between 1918 and the date of the transfer.

By this time, the Post Office had established four separate districts to facilitate management of the air services. The four District Supervisors on the date of transfer, July 1, 1927, were:

R. O. Donaldson, Cleveland, Ohio
I. J. Rovang, Omaha, Nebraska
Ted Johnson, Salt Lake City, Utah
Art Johnson, Oakland, California

The presence of three of the four in the same classroom was, decidedly, a rare coincidence.